

GERMAN PIG IRON TRADE DEPRESSED; PRICES ARE LOW

**Competition With English
Market Causes Unsettled Conditions.**

EXPORT BUSINESS IS QUIET

**Steel Syndicate Reports that Specie
Matters are Being Brought More
Directly but Radical Troubles Se-
riously Interfere with Shipments**

Feeling appears to be a little more hopeful about a revival in the iron trade and in one of the heavy lines merchants have purchased more freely for delivery during the first half year even for delivery in May or June (75 cents or 76 cents) advanced over the January iron figures, says the Iron Trade Review in discussing the German situation. But it has proven a fable in the pan and already it is possible again to obtain bars at the previous lowest price. Lorraine mills offering at \$9.50 per ton (\$2.50 per ton less than pig iron) the market is again depressed and in order to meet the competition of English iron very irregular conditions have developed, especially in Germany.

Annual statistics have been published during the past year or two of which the following exports are especially interesting. They show the export surplus over imports amounts for the year to 3,873,471 tons while in 1912 this excess export surplus was only 1,265,113 tons, an increase in a single year of 10,148 tons. Then there is an increase in the export of shapes of 22,000 tons in that of plates of 12,000 tons, in pipe of 49,000 tons but the shipments of rails decreased .3,000 tons in steel sleepers of 5,000 in orders of 10,000.

The steel syndicate held on April 25 monthly meeting held on April 25, 1913, stated that since the beginning of the war specifications have come in more freely but the troubles with the railways in not being able to give prompt attention to forwarding freight has interfered with shipments. Export business is still quiet. Relief has been given by the Prussian State Railways in distributing supplementary cars of rail sleepers and accessories. Finally secured fair orders during January both from the home and the foreign markets. Ships are depressed but no alteration has been made in rates for the second quarter. In Luxembourg prices are very low but as well as in other parts of western Germany. The shipments have steadily fallen off.

COAL MAN DIES

**Edward O. Stott Taken Ill on Visit
to His Mine**

While sitting in his library at the older mines of the Landis Coal Company of which he was superintendent Edward O. Stott died for a number of years a resident of Meyersdale and a prominent citizen of that town.

Mr. Stott had been in poor health for some time having in the past several months suffered several heart attacks in hopes of regaining health. Mr. Stott when taken ill was accompanied by the physician at the regular physician at work at the mine.

He was about 50 years old and was born in Allegheny County, Pa., near Washington state. He was a son of the late J. J. Stott and is survived by his widow and the following children: Alvin, Harry, George, Frank, Mary, Edna, Claude, Leslie and William. The following brothers and sisters also survive: Mrs. Demarest, Captain Dick Luck, Clayton H. Stott and Mrs. Philip Geddes all of Meversdale. His beloved mother who also survives resides at the home of her daughter Mrs. Stott.

SOUTHWEST KEEPS TRAINS

**None on Branch Included Among
Lines Dropped by Jeanns**

Though the Pennsylvania railroad announced that several trains running in and out of Pittsburgh would be discontinued, the Merchants Agent of Connellsburg has received word that none on the Southwest branch will be changed, at least for the present.

There was no time to determine whether the train leaving here at 8:10 and returning at 10:15, of which is used extensively by persons returning from the theatres in Pittsburgh, would be withdrawn but inquiry reveals the fact that it is to remain on the schedule.

A fall off in traffic has caused reductions in the Pennsylvania and hundreds of track employees and railmen have been laid off and trainmen furloughed.

Scottsdale Man Promoted

Martin L. Hayes of Louis Avenue and for \$2000 an employee of the Union Supply Company, whose of the time and largest coal and supply store at Valley, has been made district manager of the same company's store at Central works. Mr. Hayes is one of the best known and popular men in the coke region and the further in course of his responsibilities is a tribute to the efficiency that he displays.

Oppose Limestone Advance

WASHINGTON, Feb. 25.—Protests were made today to the Interstate Commerce Commission in the advanced rate here proposed in proposed in increase on coal and coke and limestone. The Youngstown Sheet & Wire Company and several allied interests objected to the advance on limestone when that commodity is to be used in iron furnace operations.

Have You Coal Land for Sale?

If you have advertise it in the Weekly Courier.

CARELESSNESS BLAMED

**Each Death Battle in West Virginia
for January is Explained**

James A. McNeil, the mining engineer of the state, who is in charge of the Bureau of Mines record of the Department of Mines of West Virginia for the month of January, Chief Carl V. Henry, said: "A death in the mines in January is explained by the carelessness of the miners in their work and more money than the corresponding month of last year." This note so is it reflected in the figures for the month of January, the first time the man has been working only part of the time, he says, is well known to him. The miners are not working steadily, they become careless. Several deaths it is contended can not become so because he does not know about any injuries he has to. Consequently he does not take trouble to find out if the roads on which he is working are safe or not. In January, this condition was brought about by the large number of miners and the shutting down because of a inactive market. Seventeen of the deaths were due to carelessness.

COKE MARKET QUIET

**Heavy Buying Not Looked for Until
July 1**

The Cincinnati coke market is quiet in regards new sales and inquiries says the correspondent of the City and Daily Iron Trade but requirements to forward shipments on old contracts are heavier than at any time in the past six months. Shipment in several instances however is not expected until the present contracts expire about July 1. New business in furnace coke is at a standstill. Pocahontas 48 hour grades are given a little of late over last week's quotation. The new prompt \$1.10 per ton, \$1.15 for 48 hours. Shipping in increase in a single year of \$10,448. On the other hand an increase in the shape of 22,000 tons in that of plates of 12,000 tons in pipe of 49,000 tons but the shipments of rails decreased .3,000 tons in steel sleepers of 5,000 in orders of 10,000.

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HEAVY COAL TONNAGE

Mine Inspectors Like Their Annual Reports

The coal inspectors of the 18th faculty eighth, in my fourth annual report I mentioned that we had submitted our first report for November 1913. The reports show that the total amount of coal produced in the month of November was 1,000,000 tons. The latter figure is the largest ever produced in this state. In fact, it is the largest amount of coal produced in the month of November in the history of the state.

I am pleased to find that the 1,000,000 tons of coal produced in the month of November is the result of the efforts of the coal miners and the coal companies in the state.

As far as I can see, the coal industry in this state is in a very favorable position. It is the purpose of the commission to continue it immediately.

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THURSDAY MORNING FEB 26 1914

THE VALLEY COAL RATE

The refusal of the Interstate Commerce Commission to reduce the Valley rate on Pittsburgh coal is no doubt a great disappointment to the coal operators. They were so confident of winning what they asked, not only for a reduction, but also for reparation extending back over a number of years.

The commission dismissed the latest demand with the rather sarcastic observation that the complainants were a long time finding out that they were discriminated against as to the rate itself. The commission decided it was reasonable even though it is within 8 cents per ton of the through rates to the Lakes because the Lake business goes through to certain unbroken train loads, while the Valley shipments are widely scattered and components more expensive to handle. The distance to the Lakes is 5 cents per ton and to the Lakes 70 cents. The distance to the Valley is little over half the distance to the Lake ports which is 15 miles. All things being even, the Valley rate should be about 40 cents. The additional 20 cents represents the relatively higher cost of retail over wholesale deliveries.

The decision indicates that the Interstate Commerce Commission is about to making any more cuts in freight rates, and when a general advance is under consideration. The indirect effects of such an advance would be highly stimulating to the Valley industries, and it may be asked why the latter insist upon further reductions under the circumstances but it will be recalled that this proceeding was brought in 1911 when the consumption of coal and transportation interests of the country were all highly prosperous under high tariff and Republican rule, and when discrimination was the sole issue.

While on its face discrimination in this case appeared to be gross, yet the complainants largely accept the decision gracefully if the Interstate Commerce Commission grants the railroads an advance and opens up the iron and steel market. The decision also shows that railroad rates depend upon great many other considerations than the mileage.

POLITICS AND BUSINESS.

The low-vote movement, to which the each narrow progressive was craftily given free rein, has quarreled in the Republican party between two men who as Republicans had been honored with the highest office within the gift of the people, to wit that of President of the United States. In making this statement we violate no confidence. Neither do we speak in a spirit of recrimination. We merely state a fact. This is a heart-to-heart talk.

The quarrel between Roosevelt and Taft occurred only in dividing the Progressive party and electing for the first time in our country a Democratic president and Congress. The members of the Republican party have voted off sufficiently to realize the folly of the mad passion, especially since the visitation upon the country of the currency legislation seriously disturbing to business and halting to prospects, and they now desire earnestly to come together again.

But this does not suit some of the late Progressive leaders, especially a few who belong to the Honorable William D. Clegg who are playing politics for personal advancement and private revenue. They are also supported by many other smaller leaders whom the Roosevelt wave lifted from obscurity and hurled bodily into the public. All these are indeed well on their way to be one political neuterans or sub-leaders if not in the Republican party, in the Progressive party. A number of them, we regret to say, are editors who should have nobler ambitions.

The country is making a long hard pull and pulling that it is the triumph of common sense but the sickness of experience has overcome us.

President Wilson's message of peace and good will to the industrial and commercial world sounded well but words not deeds required a restorative prescription. Fair words, bitter no

continues to investigate regulate and legislate.

The Republican newspapers have been interested in seeking to advance the interests of their party in the proposed advance in freight rates, to finally claim it as a corporation proposition have suddenly become extremely indignant at the proposal of the railroad companies to the water and air, and the railroads, which the railroads are trying to do, is to be forced to submit to the criminal extent of trial by juries.

The Republican press has

been mostly told the truth which is bad enough. Count the empty cases of the Democratic and Progressive papers have been for years of their own bad induction in the long process of prosperity railroads which in some cases have done a great deal of harm.

As a matter of fact the country is not ruined and the future is not without hope especially if business is let loose to adjust itself to consequence sometimes stretching to interminable lengths and causing much delay. The proposed horizontal rates in rates by all railroads

cases the coming year will be held in

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COUNCIL PLEDGES SUPPORT IN MOVE TO CLEAN UP TOWN

Early Appointment of Plain Clothes Man Is Indicated.

BAER'S CHARGES ARE ARIED

Contract Awarded for Remodeling City Hall; Members Will Meet Again Tomorrow to Prepare Ordinances; Routine Matters are Considered.

That council is sincere in its desire to clean up the town and will welcome any assistance that can be given by Secretary E. T. Eiter of the M. C. A. looking to that end was made plain during an informal discussion of the matter at yesterday's meeting. Councilman John Dungan raised the question of the proposed ordinance at some length although no action was taken. It has spurred council to action in the matter of appointing a plain clothes man and it is not unlikely that such an official would be added to the police force within the next few weeks. Mayor Baer would have had such an officer named if he better had at another's expense than a uniformed policeman.

Major Rockwell Marrett declared that his department would welcome any evidence that would result in the conviction of the keeper of a disreputable hotel and restaurant. The statement made earlier in the day by the police force is that the conditions in town could be improved. The matter will be discussed more thoroughly at the conference which will be held tomorrow afternoon.

Little real business was transacted. A list of pending business was read and it is sufficient to keep the councilmen busy for some weeks to come. No action was taken in regard to the passage of an ordinance requiring sidewalks to be cleared of snow. Eiter said that the dust ordinance was good. Councilman Gans after Councilman Wright had inquired as to the progress being made on it, Both councilmen were of opinion that the time to pass the ordinance is while there is still some snow. It will be introduced at the meeting.

Other ordinances that are pending are the following: License ordinance, an ordinance regulating the laying of sidewalks, a conduit ordinance as requested by the Bell Telephone interests, and resolutions governing the sanitary fund, commissionership of the library appropriation. The councilmen will meet tomorrow afternoon to discuss all of these matters and clear the decks for action next Monday night. The councilmen will also consider City Solicitor Higbee's plan for funds which must come up for action.

The request of D. H. Colestock, for permission to encroach upon the sidewalk on Davidson at nine 21 inches for the purpose of erecting steps was referred to Superintendent Hooper of the street department.

The request of J. H. Halleys discharged policeman for a hearing was not acted upon. The council held that Halleys waited too long before requesting a hearing.

The exonerations asked by Tax Collector C. M. Miller, \$201.50 for \$100, and \$303 for \$180 were referred to committee consisting of Councilmen Gans and Hooper and City Clerk Lister for action.

Superintendent Gans of the department of accounts and finance reported that the bankers he had inquired of expressed willingness to extend loans to him.

The offer of \$300 for a five year loan on the West Side which is not now being used was not acted upon. The truck originally cost \$150 and if released will be offered at public sale.

Contracts were awarded for the lighting of the streets of the city. It will be done by John Atkinson for \$15.50 and the painting of the manholes for \$217.50. The Commission Construction Company will make the repairs for \$107.50. They were the lowest bidders.

The Mayor said he would postpone the Webster truck matter later.

There was some delay over the contract for running a gas connection into the East Side fire house. Considering that the need was urgent Councilman Dungan and Wright suggested that it be done at once but Purchaser Higbee delayed in dictating the ground of setting a gas pipe. The master was amply justified by Superintendent Dungan in asking out a requisition for the work.

There was a long discussion over the matter of the West Side sewer. The East Side residents presented a front charge for lights while the West Side paid a much smaller amount. It was decided to pass an ordinance in the near future making the charge uniform in all parts of the city.

Superintendent Gans called attention to the future of his city engineers. He is deeply sorry for his bonds. Both are in a state of peculation. His Solicitor Higbee suggested that the next budget should be ready to be considered at the next meeting. Council adjourned to meet next Monday evening.

Mary in Greensburg
Miss Hendrie, subscriber of Greensburg, wife of George C. Hendrie, was married Monday morning at the parochial church of the Most Holy Sacrament in Greensburg.

Judge Goes to Hospital
GREENSBURG, Feb. 26.—L. W. Doty president judge of the courts of Westmoreland county has gone to the Johns Hopkins Hospital, Baltimore, where he will undergo an operation.

BREAK IN GAS MAIN CAUSES SHORTAGE IN ZERO WEATHER

Town North of Here Mapped by Accident in West Virginia

Reported Quicks.

Cold weather caused the breaking of one of the Fayette County Gas Company's 12-inch mains in West Virginia about 7:30 P. M. Weds day. The supply was immediately shut off on each side of the break and small tanks in the town supplied consumers.

The effect of the break was felt in Connellsville, the pressure being normal but in Scottdale, Mount Pleasant and other points north of here it was necessary to shut off all factories and large consumers, in order to prevent consumers might have sufficient supply.

A large force of men worked until 10:30 o'clock repairing the break and at that time the gas was turned on in the 12 inch main. All pressures were normal this morning.

HIS NECK BROKEN

Charles Fischer Slips on Ice in the Youngwood Yards

Charles Fischer, 39 years old, inspector of locomotives for the Pennsylvania railroad at Youngwood while carrying an injector from an engine was repairing Tuesday afternoon a switch slip and broke his neck, breaking his neck and killing him almost instantly. The body will arrive in Connellsville Friday afternoon on the Pennsylvania train due here at 2 o'clock and will be removed by General Director J. C. Sims to Hill Funeral Home for interment.

Mr. Fischer was a son of Mr. and Mrs. George Fischer Sr. of Leisenring and had resided in Youngwood for about 12 years. He was well known in and about Connellsville. In addition to his widow and a daughter, a 17 year old, he had two daughters, Mrs. Carrie Michaelis, Mrs. Bertha Fischer at home at Mrs. Clarence B. Matthews of Ligonier, George Fischer of Greenwood, Mrs. Besse Kinard of Youngwood, and Ralph Fischer at home.

CURTAINS ON FIRE

Gas Plug Blows Out Causing Blaze in Curry Home

The blowing out of a gas plug at the residence of John Curry, 226 South Prospect street, caused a slight fire which was extinguished by members of the volunteer fire department. The gas was turned off and communicated to the lace curtains hanging from the window. In a flash they were blazing. Mrs. Curry remained seated in a chair, her hands cold, a few moments of mind and body, the curtains fell over her, and a cold spot in town in the vicinity of W. H. Haines residence on the South Side where 15 below was the record.

The temperature was a high point in the month several cold snap in the month of January.

The record here was 12 degrees below zero.

In the mountains east of here it ranged from 10 degrees below to 22 below the latter mark being reported at Rockwood by the Battlement.

Although the weather forecasted was of opinion Tuesday that the temperature would hardly drop below the marks of that day, 14 to 17 it made it plain that he is not respecting the weather forecast. Yesterday the temperature forecast was 10 degrees below zero, although not predicting that there will be colder weather, he indicates that there will be little relief from the present snap for several days.

The weather up the region was a high point in the month several cold snap in the month of January.

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COLDEST SNAP OF WINTER FOLLOWS SNOW; UNDER ZERO

Three Degrees Below Sets Lowest Mark of the Season Here.

9 BELOW COLDEST NEAR HERE

Rockwood Reports that Temperature at 8 A.M. One Degree Lower Than Mark at Sand Patch, Sudden Drop in Mercury Follows 24-Hour Snow

The following temperature records were reported to The Courier Tuesday noon of them being taken at 8 A.M.
 Connellsville -11
 Rockwood -11
 Sand Patch -11
 Jones Mill -11
 Limestone No. 1 -9
 Mount Pleasant -9
 "Minimum temperature at 9 o'clock record here was 13° below."

With the temperature 9 degrees below zero the coldest weather of the winter struck the coke region Tuesday morning the sudden drop in mercury following a continuous fall of snow which had lasted more than 24 hours. Below zero temperatures were reported from all sections of the coke region and the mountains east of the town.

The record for this section is held by Rockwood with 9 degrees below zero at 9 o'clock according to reports to the Connellsville division officials of the Baltimore & Ohio railroad today. At the same hour Sand Patch in the northern mountains reported 8 degrees below. At Jones Mill at the head of the Indian Creek Valley below the temperature was 6 degrees below zero at 8 o'clock.

In this immediate vicinity there were only two reports which went below a minimum of 10 degrees. One came from Lensoring where Al Worthington an employee of the H. C. Frick Coke Company states his thermometer showed 4 degrees below zero. At 8 o'clock the official thermometer of the West Penn recorded a fraction of 1 below zero.

The minimum temperature reported in this vicinity was 8 degrees below zero at "Windymere" 1 1/2 Norton's residence just outside the borough limits. Moore's drug store in Westover reported a below 6° A.M. Tuesday.

The bitter cold was unexpected. It was a snow storm which had continued continuously for more than 24 hours. The snow began falling in fine flakes on Sunday afternoon and continued almost without a minute's interruption until late Monday. The snow was about 10 inches deep in the country and 12 to 15 inches fell. There was more snow last night so much that the West Penn kept the snow plow in operation. Cars were run through the night to prevent the line from being tied up. The possible difficulties were avoided at the switch because of the snow and cold but traffic is now maintained without trouble.

The work in the rotary sweepers kept the West Penn lines open and chduke was maintained with but slight delays. Railroad traffic was impeded to a great degree. Freezing rain and sleet again stalled them to a stand still on the main lines thereby holding up the passenger train to some extent. Eastbound trains on the Baltimore & Ohio were handicapped much more than those bound west.

SOMERSET WEDDINGS

Matings of Cupid Among the Frost
 SOMERSET, Feb. 24.—Miss Mary Mabel daughter of Mr. and Mrs. Samuel Fischer of Connemara town ship and Elmer Hoffman, son of Mr. and Mrs. Jacob Hoffman of Paint town ship were married at Somerset by Rev. H. B. Buntington, pastor of the United Brethren church.

Miss Mabel O'Connell daughter of Mr. and Mrs. George S. Smith of Lenape and Thomas C. Neff son of Mr. and Mrs. S. G. Neff of Pittsburg were married at Jennings by Justice of the Peace B. W. Hall.

Mrs. Ruth Fisher, daughter of John H. Rouser son of Mr. and Mrs. Peter Rouser both of Winona, Minn., were married at Somerset by Rev. H. A. Buntington pastor of the United Brethren church.

CALL REV. BUCKNER

Christian Congregation Asks Him Come Here

At a congregational meeting held after the morning service at the Christian Church Sunday it was decided to extend a call to Rev. Champ E. Buckner to succeed Rev. J. C. Allon who resigned over a month ago.

Champ E. Buckner expressed his willingness to take the local charge when he preached here a week ago, saying that he would be free to do so if the congregation were willing to give him Park Christian Church. The pastor is anxious to have him stay and it is understood that they will bring influence to bear upon him, but he is loyal to a small town church rather than that in a city.

MORTON WITH EXCUSES

Rev. J. A. Morton, pastor of Scottdale, is in charge of a two weeks revival campaign which began Monday evening in the Second United Presbyterian church at Vernon. The chorus is in charge of A. B. Morton of Connellville.

Have You Coal Land for Sale?
 If so advertise it in The Weekly Courier

CITY BEAUTIFUL PLAN IS MEETING WITH OPPPOSITION

Business Men are Not Luminaries in Leading the Four Weeks' Campaign

The determination of the Chamber of Commerce to bring city beautify expert here for four weeks at a cost of \$500 to show how the city may be made better looks like a good idea, but unwise, says J. O. Lindner, a man who is very much opposed to the scheme when broached on Saturday. "It is the sense of some to town to say to a man to do a thing when we can do just as well ourselves," he said. "We have spent the \$500 here in Connellsville and the idea of making the city beautiful doing our own lives."

He went further and outlined his plan of how to do it. Merchants he said would be asked to contribute seeds of all kinds for use of folks who wished to improve their gardens, paints or other articles which might be used to beautify residence, but so far as contributing money to bring a stranger here to tell how the plan should be carried out he declared he did not believe it would be done.

It had been enough to bring in outside tales for this was said and the business men who were asked to help the Chamber go to Curtis for advice it becomes almost funns. Did you ever see Curtis? One look would convince you that Curtis should be given at home. Curtis is a real nice little town but I can't see where it fits in with the beautification of the quarters of the business men.

Still another man advised the opinion that Square A. O. Barker the city clerk is qualified to conduct a business campaign himself but himself.

Barker's example is worthy of emulation. He keeps the town busy all the time doing what he can to help the people and he is afraid to cut his arms himself. If Barker's example fails to strike a responsive chord I can't see where a \$500 expert will do any better.

Grahams of the Chamber of Commerce are the ones that first tried to get the business men to help the city.

The attempts to do this took place in the passing point of time. First the city clerk is qualified to conduct a business campaign himself but himself.

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**NINTH DISTRICT
COAL OUTPUT IS
8,219,000 TONS**

Inspector Walsh Reports
Record Production
for 1913.

A BETTER ACCIDENT SHOWING

Operators Exert Themselves to Reduce Mishaps; Two Mines in the District Work the Freepoint Vein; Much New Equipment Installed.

Mine Inspector P. J. Walsh of the Ninth Bituminous District has made public his report for 1913 showing a record output of 8,219,000 tons of coal. The coke output of the district was 2,118,525 tons. A better showing, however, due to accidents was made during 1913 than in 1912. The number of tons of coal mined per fatal accident increased from 404,646 to 410,575. Of the 20 accidents, 18 of them occurred during the first eight months of the year. Mr. Walsh reports that several efforts are being put forth by the operators to reduce the number of accidents.

There were 13 prosecutions in the district for violations of the mining code, embracing employees from the mines of miners to the position of mine foreman.

One new mine was opened during the year, the Greensburg No. 1, a branch of the Keystone Coal & Coke Company. This mine is located along the Yukon branch of the Pennsylvania railroad, near Hunter. The Freepoint vein is being worked at this mine. The mine is located in Mr. Walsh's district, adjoining the Freepoint vein, the Keystone and the Franklin Furnace Company, the Hunter No. 1 and No. 2 mines of the latter concern working that vein. In the 45 mines in the district, only three were dug out.

There was a more general use of electrical equipment. Mr. Walsh found in the mining and handling of coal in any previous year, and considerable new machinery was added. The improvements made to mines of the district were more extensive than before. The four large products of his district were the H. C. Frick Coke Company, W. J. Rooney, the Pennsylvania & Ohio and the Pittsburgh Coke companies. The report follows:

Number of mines	13
Number of mines in operation	12
Number of tons of coke shipped to market	2,071,144
Number of tons used at mines for coke	179,005
Number of tons sold to local trade and used by employees	137,000
Number of tons used in the manufacture of coke produced	5,200
Number of tons of coke produced	8,219,000
Number of coke ovens	8,219
Number of coke ovens in operation	6,000
Number of tons of coal produced by compressed air machines	35,000
Number of tons produced by electric power	2,000,000
Number of persons employed	5,116
Number of persons employed outside, including coke workers	2,770
Number of persons employed at manufacture of coke	1,415
Number of non-fatal accidents inside	15
Number of fatal accidents outside	12
Number of non-fatal accidents inside of mines	1
Number of non-fatal accidents outside	42
Number of tons of coal produced per fatal accident inside	432,602
Number of tons produced per fatal accident outside	8,219,000
Number of tons produced per fatal accident inside and outside	410,975
Number of persons employed per fatal accident inside	141
Number of persons employed per fatal accident outside	2,770
Number of persons employed per fatal accident inside and outside	361
Number of persons employed per non-fatal accident inside	114
Number of persons employed per non-fatal accident outside	1,335
Number of persons employed per non-fatal accident inside and outside	168
Number of children made orphans	11
Number of steam locomotives used outside	24
Number of compressed air locomotives used inside	11
Number of electric motors used inside	45
Number of tams in use	47
Number of gages mined in operation	5
Number of n-gases mines in operation	21
Number of new mines opened	1
NAMES OF OPERATORS. TONS	
H. C. Frick Coke Co.	1,602,182
W. J. Rooney	945,900
Westmoreland Coal Co.	444,365
Youghiogheny & Ohio Coal Co.	75,725
Pittsburgh Coal Co.	348,615
Wheeling Coke Co.	65,518
Mount Hope Coke Co.	11,928
Brown & Cochran	11,918
Sunshine Coal & Coke Co.	11,460
Dubois Coal & Coke Co.	11,187
Softglobe Trustee in bankruptcy ...	38,778
Guthrie Connellsville Coke Co.	45,672
Brownsfield Coal & Coke Co.	31,230
Monongahela Coke Co.	23,449
Kayser Coal & Coke Co.	23,174
Franklin Coke Co.	21,928
Peerless Connellsville Coke Co.	21,670
Cochran Brothers	11,187
PRODUCTION BY COUNTIES.	
Fayette	3,256,567
Westmoreland	2,002,366
Total Coal Trade Good.	8,219,000

Reports from Connellsville state that the output of coal from the mines along the White Creek branch of the Baltimore & Ohio is the greatest since the opening of the mines six years ago.

Subscribe for The Weekly Courier, \$1.00 a year in advance.

**OLD 1109 SIMPLY WON'T
STAY OUT OF THE PAPERS**

When the *Connellsville Reporter* goes to a rest, the *Baltimore Press* won't.

When news is scarce or the industrial reporter is tired, that young man would turn his brain factory loose on some interesting topics as damming the Youghie, mining the landstand or locating a playground. If these fail to pass the pessimists who backs his copy before the linotypers get it, the busy beater of typewriters grinds out something about locomotive No. 1109, which is now running on the Baltimore & Ohio railroad station.

The reporter's job is gone now. A railroad press agent has grabbed his engine and proposes to capitalize it. What is to come to the office? The 1109 has again been redecorated and is ready for service on the Baltimore & Ohio railroad. It came back recently from the Glenwood shops where it was repaired. When the engine came back to Connellsville it was ordered to the erecting shop where the painter foreman, J. C. Hickey, personally supervised the repairing and stripping. The engine certainly looks a beauty now, and much credit is due Mr. Hunter for his excellent work.

One must not forget that the attractiveness of the engine, as it appears now, does not wear back and forth in front of the station. The efforts of Fireman Charles Craft is hardly a day passes that he does not polish the brass and keep everything neat and clean. It has been a standing rule to keep engine 1109 in perfect condition for station Can you beat that?

SOMERSET COAL OUTPUT

More Than 9,000,000 Tons Mined in County During 1913.

SOMERSET, Pa., Feb. 20.—The Coal Commission, R. S. Gaffney, is seeking to purchase the bituminous industry in the Twentieth Bituminous District, including the greater part of Somerset County in 1913 was a human life for every 465,728 tons of coal produced, according to the annual report of State Mine Inspector Fletcher W. Cunningham.

The Twentieth district includes all of Somerset county south of Hollingsdale and produces 4,745,000 tons.

The northern part of the county, including the Westmoreland field, in the Twenty-first district, produced 2,411,732 tons in 1913, making the total production of the county 9,156,750 tons.

After New Plant.

Negotiations are pending for the location of a chain and wrench factory in Dunbar. An East Liverpool man, R. S. Gaffney, is seeking to purchase the bituminous industry in the Twentieth Bituminous District, including the greater part of Somerset County in 1913 was a human life for every 465,728 tons of coal produced, according to the annual report of State Mine Inspector Fletcher W. Cunningham.

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Specialties: Coal and Coke Plants.

THE WEEKLY COURIER, CONNELLSVILLE, PA.

CARBIDE EXPLOSION

Disaster in an Ohio Mine Traced to Ventilation Gas.

The careless disposal of refuse car-

ries from miners' houses may prove dangerous to miners while working underground. In at least one case traced to spontaneous gas generated from refuse carbide left in the mine.

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was caused by the ignition of accumu-

lated acetone gas.

After a careful investigation, Mr. Gaffney said that the explosion was caused by the carelessness of miners in the mine.

Professional and business men were well represented, together with their families, as guests of the company while the works in the section sent big delegations. The exhibit was a picture of the 11th.

W. H. Clemons, assistant to Gaffney, said, "I am glad to see that the

King, chief mine inspector of the com-

pany, described the various views,

and gave a picture of work within the

mines prior to the blast. They were

not only unusual, but were splendidly

executed, and those who were invited

to the mine were given an opportunity

to see how the work is carried on.

The eastern slides showed the right

and wrong way of doing things.

Slides given were given of prize

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